

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 13

Date: August 5, 2009

Subject: Summary of FY 2009/2010 Transit Operators Capital and Operating Budgets and Short Range Transportation Plans

Recommendation:* Approve Fiscal Year 2009/2010 Capital and Operating Budgets for the Cities of Barstow, Needles, Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Victor Valley Transit Authority (VVTa) and Omnitrans, and approve changes as necessary to the transit agencies Short Range Transit Plans (SRTP) as identified in Attachment 1.

Background: SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided their performance, and needs and deficiencies and a proposed plan for the operations and capital investments covering the following five years. In August 2008, the Board of Directors approved modifications to the 2007 SRTP plans for transit operators. This year due to significant changes in revenue estimates and the uncertainty of the pending federal reauthorization and future allocation amounts we are asking to extend the SRTP into the third year for Omnitrans, MARTA, MBTA, Needles and VVTa with modifications to reflect any changes in service delivery and funding revenues. Barstow has just completed their new five year SRTP in June.

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Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Transit has experienced tremendous changes and cuts in funding. Following the State budget actions the State Transit Assistance Funds (STA) have been eliminated from the transit budget. STA funds have been used for local match requirements for capital projects. In addition, there has been almost a 20% decline in the Local Transit Funds (LTF) for Fiscal Year 2009/10 as compared to last year. All agencies also received an allocation of ARRA stimulus funds used in FY09 budgets allowing for carryover LTF funds to be used to supplement the loss of LTF in the FY 2009/10 budget.

City of Barstow

In July, the City of Barstow will finalize their SRTP that has just been completed by AECOM consultants. Streamlining service on the city routes to eliminate low ridership sections will be introduced and the County Dial a Ride service will be replaced with a deviated fixed route service where passengers can pay an additional fee for the bus to deviate off of its designated route. The City "All Ride" service will be discontinued and replaced with increased hours of regular service and a new simplified fare schedule will be introduced. This plan is expected to be in place by January 2010 and will yield a slight reduction of expenses. In the current plan the budget has been reduced by approximately \$100,000 over last year's budget primarily due to the cost of fuel.

Morongo Basin Transit Authority

MBTA is not expecting any changes in operations for the upcoming year. The overall budget will increase by approximately \$75,000 over last year's budget mostly due to increases in the maintenance budget for CNG station operations and materials costs.

Mountain Area Regional Transit Authority

MARTA will see a slight decrease in their operating budget as compared to prior year. The reduction of \$100,000 was realized through a decrease in insurance and benefit costs along with reductions in the maintenance budget.

Omnitrans

Omnitrans will be holding revenue hours steady for this fiscal year while increasing expenses by 1.3%. The majority of the increase is due to changes in salaries and benefits. There will be a fare increase in FY 2009/10 where they are projecting a slight loss of ridership. Omnitrans capital expenses are increasing due to a scheduled purchase of replacement vehicles and funding for sbX.

City of Needles

Needles Area Transit (NAT) will have very minor changes to the FY 2009/10 budget including a reduction of operating costs for the dial a ride service and a slight increase for the dial a ride medical services into Bullhead City. There is a minor capital project planned for this coming fiscal year.

Victor Valley Transit Authority

VVTA will also see a reduction in this year's budget as compared to last year's budget. The costs savings are attributed to projected lower fuel costs as VVTA is now operating their own CNG station instead of purchasing CNG from another entity, in addition there is a decrease in revenue hours for the ADA service as a result of operational efficiencies.

Financial Impact: The approval of the changes to FY 2008/2013 Short Range Transit Plans results in the authorization to program the shift of funding sources in the Regional Transportation Improvement Program (RTIP) and the approval of federal, state and local fund grants and claims necessary for operating and capital projects for FY 2009/10

Reviewed By: This item was reviewed by the Plans and Programs Committee on July 15, 2009 and unanimously recommended for approval.

Responsible Staff: Mitch Alderman, Director of Transit and Rail
Beth Kranda, Transit Analyst

ATTACHMENT 1

Operating Budget FY 2009/10

	Barstow	MBTA	MARTA	Needles	Omnitrans	VVTA
Fares	\$306,322	\$356,014	\$285,000	\$33,208	\$14,710,609	\$1,415,000
FTA 5311	\$284,423	\$327,733	\$265,365	\$35,422		\$242,160
FTA 5307					\$9,181,240	
Measure I	\$103,620	\$223,798	\$67,198		\$6,284,630	\$813,853
LTF*	\$2,130,361	\$1,589,397	\$1,967,144	\$233,058	\$41,257,973	\$3,219,132
Other	\$8,000	\$4,389	\$10,020	\$8,335	\$1,760,000	\$107,300
ARRA						\$1,500,000
Total	\$2,832,726	\$2,501,331	\$2,594,727	\$310,123	\$73,194,452	\$7,297,445

*Includes carryover

Capital Budget FY 2009/10

	Barstow	MBTA	MARTA	Needles	Omnitrans	VVTA
FTA 5307					\$19,000,000	\$2,573,044
CMAQ	\$460,622	\$380,254				\$1,062,360
Measure I					\$482,500	
STAF			\$6,996			\$368,964
LTF*		\$201,412			\$2,295,310	\$680,508
Prop 1B	\$312,171				\$5,636,844	
Prop 1B Security		\$72,573		\$7,117	\$1,318,312	
FTA 5316						\$317,800
FTA 5317						\$146,400
Total	\$772,793	\$654,239	\$6,996	\$7,117	\$28,732,966	\$5,149,076

*Includes carryover

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 14

Date: August 5, 2009

Subject: Approve Final Operational Analysis of Barstow Area Transit

Recommendation:* Approve the Final Report on the Operational Analysis of Barstow Area Transit as prepared by AECOM Transportation.

Background: In October 2007 SANBAG entered into contract with Urbitran Associates to prepare an Operational Analysis of Barstow Area Transit System. The analysis included development of system goals and objectives and service standards, a review of existing transit services, including overall administration, the effectiveness and efficiency measures by type of service, a review of fare policy and structure and the development of a four year operating and capital plan proposed to cover Fiscal Years 2008/09 through 2011/12.

In September the Board then approved amendment number 1 to the initial contract. The amendment covered a name change from the original contractor to DMJM Harris and then to AECOM, extended the time frame to December 31, 2008, and increased the budgeted amount of the study to a new total of \$108,852. The changes were required due to incomplete and inaccurate data which delayed the development of service recommendations. The initial draft final report was presented in December but needed further revisions due to downward financial projections. Further review and agreement was needed between the City of Barstow and the County of San Bernardino. The final report has now been reviewed and accepted by both the city and the county and it includes an operations and capital plan for FY 2009/10 through FY 2013/14.

*Approved
Board of Directors*

Date: _____

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Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

This comprehensive review includes significant changes in the service delivery and structure including modification of existing circuitous routes that simplify the system. The City routes 1 through 5 have been modified to remove some segments with low or no ridership and the city network will operate from 6 am – 10:30 pm Monday through Friday and 9:00 am to 10:30 pm Saturday and Sunday. With the additional hours added in the fixed route the current All Ride system will be discontinued. The routes will continue to make transfers at the City Hall location, where a new downtown transfer center is in the planning stages. City route 1 will cover downtown east, City route 2 will cover central Barstow and City route 3 will cover Grandview/Lenwood. The County routes will change from a dial a ride system to a deviated route system. Deviated routes can leave their designated routes to pick up persons (who call in to request this service for an additional fee) who are located up to three quarters of a mile from the route, and then return to the regular alignment. These deviated route systems will operate for both disabled and general public which then eliminates the duplication of having County Dial a Ride and All Ride. County Route 4 will serve the community of Hinkley and will run every two hours. County Route 5 will serve Daggett, Yermo and Newberry Springs and run every 3 hours.

Future plans for BAT include extended service hours, increased frequencies, proposed County Route 6 to Victorville, proposed Route 7 to Fort Irwin, implementation of new dispatch and scheduling software including automatic vehicle locators (AVL) and a new downtown transfer station.

This plan also includes new fare policy including fare increases this fiscal year and in 2013, elimination of certain fare media including tokens and some passes in order to simplify the fare structures and increase fare revenues.

The city plans to implement all changes by January 2010.

- Financial Impact:*** This item is consistent with the budget. Funding was identified under Task 31609000 – Barstow Transit.
- Reviewed By:*** This item was reviewed by the Mountain/Desert Committee on July 17, 2009 and unanimously recommended for approval.
- Responsible Staff:*** Mitch Alderman, Director of Transit and Rail
Beth Kranda, Transit Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 15

Date: August 5, 2009

Subject: Economic Implications of Rail Service to Auto Club Speedway

Recommendation:* Receive report related to Metrolink Service at Auto Club Speedway Events; and take action related to an Amendment to the Agreement if necessary.

Background: At the February 2009 meeting of the Commuter Rail Committee, SANBAG staff was directed to initiate discussions with Auto Club Speedway to place full financial responsibility of covering the future cost of operating the charter trains on the Speedway or terminate the existing contract. SANBAG met with Speedway representatives on May 27, 2009, and has provided the Speedway with proposed contract revisions and documentation on the historic costs for the service.

Paul Herrera, Marketing Coordinator of the San Bernardino County Economic Development, made a presentation to the Commuter Rail Committee related to the economic impacts of Auto Club Speedway events on the regional economy and the importance of continued operation of the Metrolink Service. Mr. Otis Greer of the Auto Club Speedway also spoke to the Speedway's desire for continued Metrolink service.

Financial Impact: This item has no financial impact upon the SANBAG budget. Continuation of Metrolink service to Speedway events is not fully funded in the adopted SANBAG budget. The SANBAG Board has directed staff to take action to

Approved
Board of Directors

Date: _____

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Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Board Agenda Item
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eliminate future SANBAG responsibility for expenses related to operating the service.

Reviewed By: This item was received by the Commuter Rail Committee on July 16, 2009.

Responsible Staff: Deborah Robinson Barmack
Executive Director

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 16

Date: August 5, 2009

Subject: 2009 Measure I Population Estimates for Measure I Allocations

Recommendation:* Adopt the 2009 population estimates for use in allocation of Measure I Local Pass-Through Funds

Background: Population estimates for the cities and unincorporated territory within each Measure I Subarea are used in the allocation of Measure I funds. The Valley distribution formula for Local Pass-Through Funds is based strictly upon population, while the Mountain/Desert formula contains both population and point of generation components. The formulas are updated annually, using the State Department of Finance population estimates for January 1 of each year. The San Bernardino County Demographic Research Unit disaggregates the unincorporated population by Measure I Subarea, based on the building permit activity and controlled by the Department of Finance unincorporated total.

The January 1 population estimates (see Attachment #1) are recommended for approval and use in allocation of Measure I Local Pass-Through Funds. The unincorporated areas of the county experienced a slight decrease in population over the previous year. Most cities had minor fluctuations in their

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Approved
Board of Directors

Date: _____

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In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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population with only a few experiencing growth. However, there should be no significant shift in Measure I fund allocations related to population.

Both the 2009 population estimates and the 2008 population estimates are attached to this agenda item for comparison purposes.

Financial Impact: This item has no direct impact on the SANBAG budget. The adopted population estimates are incorporated into the allocation formula for distribution to local jurisdictions. The distribution of Measure I funds will be adjusted retroactively to January 1, 2009, to reflect each jurisdictions' relative proportion of population within the Measure I subarea.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Mountain/Desert Committee on July 17, 2009.

Responsible Staff: Ellen Pollema, Transportation Planning Specialist

ATTACHMENT #1

MEASURE I 2009 POPULATION ESTIMATES

PREPARED BY SAN BERNARDINO COUNTY PLANNING DEMOGRAPHIC RESEARCH UNIT

PLANNING REGION	(1) DOF/CO 2009	(2) ADJUSTMENT	2009 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
WEST VALLEY					
CHINO	84,173		84,173	5.62%	
CHINO HILLS	78,725		78,725	5.26%	
FONTANA	189,021		189,021	12.63%	
MONTCLAIR	36,964		36,964	2.47%	
ONTARIO	173,188		173,188	11.57%	
RANCHO CUCAMONGA	177,736		177,736	11.87%	
UPLAND	75,035		75,035	5.01%	
UNINCORPORATED	58,814		58,814	3.93%	
TOTAL WEST VALLEY			873,656	58.35%	
EAST VALLEY					
COLTON	51,684		51,684	3.45%	
GRAND TERRACE	12,484		12,484	0.83%	
HIGHLAND	52,372		52,372	3.50%	
LOMA LINDA	22,619		22,619	1.51%	
REDLANDS	71,646		71,646	4.79%	
RIALTO	100,022		100,022	6.68%	
SAN BERNARDINO	204,483		204,483	13.66%	
YUCAIPA	51,317		51,317	3.43%	
UNINCORPORATED	56,913		56,913	3.80%	
TOTAL EAST VALLEY			623,540	41.65%	
TOTAL VALLEY			1,497,196	100.00%	72.65%
MOUNTAINS					
BIG BEAR LAKE	6,255		6,255	11.80%	
UNINCORPORATED	46,747	(3)	46,747	88.20%	
TOTAL MOUNTAINS			53,002	100.00%	2.57%
NORTH DESERT					
BARSTOW	24,213		24,213	40.40%	
UNINCORPORATED	35,726		35,726	59.60%	
TOTAL NORTH DESERT			59,939	100.00%	2.91%

MEASURE I 2009 POPULATION ESTIMATES

PREPARED BY SAN BERNARDINO COUNTY PLANNING DEMOGRAPHIC RESEARCH UNIT

PLANNING REGION	(1) DOF/CO 2009	(2) ADJUSTMENT	2009 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
COLORADO RIVER					
NEEDLES	5,793		5,793	70.94%	
UNINCORPORATED	2,373		2,373	29.06%	
TOTAL COLORADO RIVER			8,166	100.00%	0.40%
MORONGO BASIN					
TWENTYNINE PALMS	30,832	(4)	30,832	39.68%	
YUCCA VALLEY	21,239		21,239	27.33%	
UNINCORPORATED	25,634		25,634	32.99%	
TOTAL MORONGO BASIN			77,705	100.00%	3.77%
VICTOR VALLEY					
ADELANTO	28,265	(5)	28,265	7.75%	
APPLE VALLEY	69,861	(5)	69,861	19.14%	
HESPERIA	88,184	(5)	88,184	24.16%	
VICTORVILLE	109,441	(5)	109,441	29.99%	
UNINCORPORATED (3)	69,191	(5)	69,191	18.96%	
TOTAL VICTOR VALLEY	364,942		364,942	100.00%	17.71%
TOTAL DESERT			510,752		
TOTAL MOUNTAIN/DESERT			563,754		27.35%
SUMMARY:					
TOTAL INCORPORATED	1,765,552		1,765,552		85.67%
TOTAL UNINCORPORATED	295,398		295,398		14.33%
TOTAL COUNTY	2,060,950		2,060,950		100.00%

(1) - CITY FIGURES FROM DOF JANUARY 1, 2009 ESTIMATES; UNINCORPORATED FIGURES FROM PLANNING DEPARTMENT ESTIMATES CONTROLLED TO DOF UNINCORPORATED TOTAL.

(2) - THIS COLUMN CONTAINS ADJUSTMENTS NECESSARY TO MODIFY CITY TOTALS AS SPECIFIED IN MEASURE I.

(3) - THE WRIGHTWOOD COMMUNITY AND AREAS NORTH OF LONE PINE CANYON ROAD WERE EXCLUDED FROM THE MOUNTAIN AREA AND INCLUDED IN THE VICTOR VALLEY AS SPECIFIED IN MEASURE I.

(4) - THE POPULATED PORTIONS OF THE TWENTYNINE PALMS MARINE BASE HAVE BEEN

MEASURE I 2009 POPULATION ESTIMATES

PREPARED BY SAN BERNARDINO COUNTY PLANNING DEMOGRAPHIC RESEARCH UNIT

PLANNING REGION	(1) DOF/CO 2009	(2) ADJUSTMENT	2009 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
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ANNEXED BY THE CITY OF TWENTYNINE PALMS.

**(5) - WITH THE CLOSING OF GEORGE AIR FORCE BASE, THERE IS NO LONGER AN ALLOCATION
OF POPULATION TO THE CITIES IN THE VICTOR VALLEY.**

MEASURE I 2008 POPULATION ESTIMATES

PREPARED BY SAN BERNARDINO COUNTY PLANNING DEMOGRAPHIC RESEARCH UNIT

PLANNING REGION	(1) DOF/CO 2008	(2) ADJUSTMENT	2008 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
WEST VALLEY					
CHINO	82,670		82,670	5.53%	
CHINO HILLS	78,957		78,957	5.28%	
FONTANA	188,498		188,498	12.60%	
MONTCLAIR	37,017		37,017	2.48%	
ONTARIO	173,690		173,690	11.61%	
RANCHO CUCAMONGA	174,308		174,308	11.65%	
UPLAND	75,137		75,137	5.02%	
UNINCORPORATED	59,456		59,456	3.98%	
TOTAL WEST VALLEY			869,733	58.15%	
EAST VALLEY					
COLTON	51,918		51,918	3.47%	
GRAND TERRACE	12,543		12,543	0.84%	
HIGHLAND	52,503		52,503	3.51%	
LOMA LINDA	22,632		22,632	1.51%	
REDLANDS	71,807		71,807	4.80%	
RIALTO	99,767		99,767	6.67%	
SAN BERNARDINO	205,493		205,493	13.74%	
YUCAIPA	52,063		52,063	3.48%	
UNINCORPORATED	57,129		57,129	3.82%	
TOTAL EAST VALLEY			625,855	41.85%	
TOTAL VALLEY			1,495,588	100.00%	72.75%
MOUNTAINS					
BIG BEAR LAKE	6,256		6,256	11.73%	
UNINCORPORATED	47,059	(3)	47,059	88.27%	
TOTAL MOUNTAINS			53,315	100.00%	2.59%
NORTH DESERT					
BARSTOW	23,952		23,952	40.00%	
UNINCORPORATED	35,923		35,923	60.00%	
TOTAL NORTH DESERT			59,875	100.00%	2.91%

MEASURE I 2008 POPULATION ESTIMATES

PREPARED BY SAN BERNARDINO COUNTY PLANNING DEMOGRAPHIC RESEARCH UNIT

PLANNING REGION	(1) DOF/CO 2008	(2) ADJUSTMENT	2008 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
COLORADO RIVER					
NEEDLES	5,807		5,807	70.96%	
UNINCORPORATED	2,377		2,377	29.04%	
TOTAL COLORADO RIVER			8,184	100.00%	0.40%
MORONGO BASIN					
TWENTYNINE PALMS	27,966	(4)	27,966	37.23%	
YUCCA VALLEY	21,268		21,268	28.31%	
UNINCORPORATED	25,890		25,890	34.46%	
TOTAL MORONGO BASIN			75,124	100.00%	3.65%
VICTOR VALLEY					
ADELANTO	28,181	(5)	28,181	7.75%	
APPLE VALLEY	70,092	(5)	70,092	19.27%	
HESPERIA	87,820	(5)	87,820	24.15%	
VICTORVILLE	107,408	(5)	107,408	29.53%	
UNINCORPORATED (3)	70,179	(5)	70,179	19.30%	
TOTAL VICTOR VALLEY	363,680		363,680	100.00%	17.69%
TOTAL DESERT			506,863		
TOTAL MOUNTAIN/DESERT			560,178		27.25%
SUMMARY:					
TOTAL INCORPORATED	1,757,753		1,757,753		85.50%
TOTAL UNINCORPORATED	298,013		298,013		14.50%
TOTAL COUNTY	2,055,766		2,055,766		100.00%

- (1) - CITY FIGURES FROM DOF JANUARY 1, 2008 ESTIMATES; UNINCORPORATED FIGURES FROM PLANNING DEPARTMENT ESTIMATES CONTROLLED TO DOF UNINCORPORATED TOTAL.
- (2) - THIS COLUMN CONTAINS ADJUSTMENTS NECESSARY TO MODIFY CITY TOTALS AS SPECIFIED IN MEASURE I.
- (3) - THE WRIGHTWOOD COMMUNITY AND AREAS NORTH OF LONE PINE CANYON ROAD WERE EXCLUDED FROM THE MOUNTAIN AREA AND INCLUDED IN THE VICTOR VALLEY AS SPECIFIED IN MEASURE I.
- (4) - THE POPULATED PORTIONS OF THE TWENTYNINE PALMS MARINE BASE HAVE BEEN ANNEXED BY THE CITY OF TWENTYNINE PALMS.
- (5) - WITH THE CLOSING OF GEORGE AIR FORCE BASE, THERE IS NO LONGER AN ALLOCATION OF POPULATION TO THE CITIES IN THE VICTOR VALLEY.

DISCUSSION ITEMS

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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Minute Action

AGENDA ITEM: 17

Date: August 5, 2009

Subject: Inland Empire Annual Survey

Recommendation:* Receive report on results of the 2008/09 Inland Empire Annual Survey and provide direction to SANBAG staff, if required.

Background: Since 1997, The Board of Directors has helped sponsor an annual survey about transportation and quality of life issues in San Bernardino County. The 12th Annual Inland Empire Annual Survey was conducted by the Institute of Applied Research and Policy Analysis, California State University, San Bernardino, between January 21 and February 6, 2009.

The Consortium will release its survey results publicly in August 2009. The survey produces important information for both public and private sector decision-makers by measuring:

- Public optimism or skepticism regarding the regional economy, personal economic well-being, and employment issues.
- Commuting distances and destinations for employed county residents.
- Public perception of key policy issues and the quality of public services in the Inland Empire.

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Approved
Board of Directors

Date: August 5, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- Characteristics of the public that have important policy implications, as well as views on amenities like shopping, educational opportunities, entertainment, and recreation.
- Statistical differences between subareas of San Bernardino County.

This is the twelfth year that the Board of Directors has sponsored a survey of county residents. A PowerPoint presentation on the survey results will be provided.

Financial Impact: This item has no immediate impact upon the budget. Funding for the survey is consistent with the adopted budget for Publications and Public Outreach, Task No. 60509000.

Reviewed By: This item has not had prior policy committee review.

Responsible Staff: Jane Dreher, Public Information Officer

Minute Action

AGENDA ITEM: 18

Date: August 5, 2009

Subject: Regional Greenhouse Gas Inventory and Reduction Plan and Environmental Impact Report

Recommendation:* Approve the following recommendations:

- 1) Direct staff to solicit from each city their participation in the Regional Greenhouse Gas Inventory and Reduction Plan using the cost sharing plan outlined in Exhibit A.
- 2) Expend not more than \$225,000 from task 49010000 Council of Governments New Initiatives to partially underwrite a Regional Greenhouse Gas Inventory and Reduction Plan and a related Environmental Impact Report.
- 3) Authorize staff to negotiate directly with ICF Jones and Stokes and PBS&J as a sole source provider for the professional services necessary to complete this work.
- 4) Direct staff to draft a Memorandum of Understanding to cover the participation of all parties in the preparation of the Inventory and Plan.

Approved
Board of Directors

Date: _____

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Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Background: *Why is this Item Being Proposed?*

This item is an effort to assist the cities in the County to save money and meet the requirements of AB 32 and SB 375 by building upon San Bernardino County's nearly completed Greenhouse Gas Inventory and Reduction Plan.

Why Deal with Greenhouse Gas Emissions?

In 2006, AB 32 was signed into law and mandated the California Air Resources Board (CARB) to develop regulations on how the state could address global climate change and established a target of reducing greenhouse gas emissions down to 1990 levels by the year 2020. In response to AB 32, the California Attorney General's Office has specifically challenged Environmental Impact Reports for large projects and General Plan updates that do not include an analysis of climate change, greenhouse gas emissions, reduction targets, and a mitigation program showing how the targets will be achieved.

In addition, the Governor recently signed into law SB 375 that calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas emissions as one of the overarching goals for regional planning.

As the Attorney General's Office took up the cause of AB 32, San Bernardino County was coincidentally completing work on their General Plan Update. Even though the CARB had yet to publish any regulations on implementing AB 32, the County was sued by and ultimately settled with the Attorney General on the issue of greenhouse gas emissions. As a result of that settlement, the County is nearing completion of a Greenhouse Gas Inventory and Reduction Plan for the unincorporated areas and County operations.

Realizing that every other jurisdiction in the County would be faced with addressing greenhouse gas emissions under the provisions of AB 32 and SB 375, the idea was raised to "piggyback" on the work conducted for the County. By using the same consultants and benefiting from the work already conducted for the County, every city in the region could realize significant savings and produce a better and more comprehensive Greenhouse Gas Inventory and Reduction Plan. In addition to taking advantage of the work already completed for the County, by approaching this as a region, each city would benefit from economies of scale as opposed to each city having to conduct their own analysis and plan.

Staff Review and Process

This idea was discussed at the City/County Manager's Technical Advisory Committee. That Committee was supportive of the concept in principle and asked that the item be discussed in more detail with the planning and community development staff from each agency. Informational meetings were held with planning staff from most agencies and a draft proposal and cost estimate was reviewed.

This item is now before this Committee for your review and approval to proceed to the next steps. Those steps are:

- 1) Solicit from each City whether they are interested in participating in this effort and sharing the cost. The proposal for this work is \$864,399. We are recommending that SANBAG participate in this effort by underwriting about 25% of the total cost (about \$220,000). The rest of the costs would be shared using the distribution shown in Exhibit A. This distribution takes the balance of the cost and divides half of it equally among every city. This recognizes that there is a certain amount of work that is required for any agency regardless of size. The other half would be split using a per capita formula to account for the differences in the size of each community. The cost proposal for this work is attached as Exhibit B and a complete copy of the proposals have already been made available to the planning staff of each city and is available separately.
- 2) Negotiate directly with ICF Jones & Stokes and PBS&J as a sole source provider on a final agreement to complete the Greenhouse Gas Inventory and Reduction Plan and the related Environmental Impact Report. These firms are specifically requested as sole source providers as they performed all of the work for San Bernardino County. As mentioned earlier, taking advantage of this prior work will mean that we can benefit from reduced costs. The methodology used and some of the data collected for the County's effort could be used for this work. Another consulting team would not have the benefit of this prior work and we would not have the same savings benefit.
- 3) A Memorandum of Understanding can be drafted for the SANBAG Board and each participating agency once we know a final cost for this work and how many agencies are willing to participate.

Benefits of a Regional Approach

There are a number of advantages to a regional approach building on the recent work conducted for San Bernardino County.

- 1) Cost savings – each agency will see significant savings due to work already completed, economies of scale, and SANBAG’s underwriting.
- 2) More competitive for grants – a regional approach will be evaluated much more favorably by state or federal agencies in scoring competitive grants for environmental planning or greenhouse gas reduction plans.
- 3) SB 375 synergy – this effort is well timed to help us shape our own destiny as the implementation of SB 375 is defined.
- 4) Transportation analysis only makes sense at a subregional or regional level – it is no surprise that a significant source of greenhouse gas is related to transportation and it is very difficult for any single agency to account for and model these impacts without looking at the broader region.
- 5) CEQA streamlining – use the regional plan and its EIR to provide a consistent and legally defensible way for future projects to streamline CEQA analysis of climate change impacts for their specific projects.
- 6) Promote job growth – CEQA streamlining and the other work associated with this plan will make compliance easier with other state agencies for those developing projects in our region. This could give us a competitive advantage over areas that have not created a regional plan and help encourage investment as the economy recovers.

Why is SANBAG Participating?

SANBAG’s role as a Council of Governments is to facilitate discussion of matters of regional concern and encourage coordinated planning when the region benefits. By helping to coordinate this effort, SANBAG is fulfilling its role as a Council of Governments and is practicing sound and efficient regional planning. Greenhouse gas emissions don’t respect city limits and a regional approach to the issue makes more sense than each individual agency taking on the burden and duplicating the efforts of its neighbors. Additionally, SANBAG has a role to play

in the implementation of SB 375 and this effort would better enable SANBAG to fulfill that role.

As part of its mission, SANBAG has a Council of Governments New Initiatives budget (Task No. 49010000) to be used at the discretion of the Board of Directors for these types of regional efforts. It is recommended that an amount not to exceed \$225,000 be allocated from this Task for this project. The Council of Governments New Initiatives budget is made up of dues paid each year by SANBAG's member agencies and this amount is about half of the amount collected over the past eight years. It is fitting that this budget be used to underwrite the cost of this effort to benefit our member agencies.

Financial Impact: Though this item is not specifically identified in the FY 2009/10 SANBAG budget, the \$225,000 requested is within the amount set aside in the Council of Governments New Initiatives budget (Task No. 49010000) to be allocated at the discretion of the Board of Directors.

Reviewed By: This item was reviewed and recommended for approval by the Plans & Programs Policy Committee at their July 15, 2009 meeting. It was also reviewed by the City Manager's Technical Advisory Committee on July 16, 2009.

Responsible Staff: Duane A. Baker, Director of Management Services

Exhibit A
Cost Sharing Plan

City	Population	\$864,399.00 w/o SANBAG	\$648,299.00 SANBAG @ 25%
ADELANTO	28,265	\$24,927.46	\$18,695.59
APPLE VALLEY	69,861	\$35,109.98	\$26,332.48
BARSTOW	24,213	\$23,935.55	\$17,951.66
BIG BEAR LAKE	6,255	\$19,539.51	\$14,654.63
CHINO	84,173	\$38,613.50	\$28,960.11
CHINO HILLS	78,725	\$37,279.85	\$27,959.88
COLTON	51,684	\$30,660.33	\$22,995.24
FONTANA	189,021	\$64,279.84	\$48,209.86
GRAND TERRACE	12,484	\$21,064.34	\$15,798.25
HESPERIA	88,184	\$39,595.37	\$29,696.52
HIGHLAND	52,372	\$30,828.75	\$23,121.55
LOMA LINDA	22,619	\$23,545.35	\$17,659.00
MONTCLAIR	36,964	\$27,056.94	\$20,292.70
NEEDLES	5,793	\$19,426.41	\$14,569.80
ONTARIO	173,188	\$60,403.99	\$45,302.97
RANCHO CUCAMONGA	177,736	\$61,517.32	\$46,137.97
REDLANDS	71,646	\$35,546.94	\$26,660.20
RIALTO	100,022	\$42,493.27	\$31,869.94
SAN BERNARDINO	204,483	\$68,064.87	\$51,048.63
TWENTYNINE PALMS	30,832	\$25,555.85	\$19,166.88
UPLAND	75,035	\$36,376.56	\$27,282.41
VICTORVILLE	109,441	\$44,799.00	\$33,599.23
YUCAIPA	51,317	\$30,570.49	\$22,927.86
YUCCA VALLEY	21,239	\$23,207.53	\$17,405.64
SUMMARY:			
TOTAL UNINCORPORATED COUNTY	295,398	\$0.00	\$0.00
TOTAL INCORPORATED	1,765,552	\$864,399.00	\$648,299.00
GRAND TOTAL	2,060,950	\$864,399.00	\$648,299.00

Exhibit B

Cost Estimate ICF Jones & Stokes Proposal

Attached is a cost estimate for the scope of work proposed above. We have provided cost estimate assumptions in the scope of work that correspond with the proposed budget. However, given the complexity of working with so many cities and the many variables in completing the inventories and reduction plans, it is possible that the cost to complete this work could vary from that proposed herein. We propose to consult with SANBAG and the SBRCP before contracting to confirm the key assumptions contained herein and to develop a shared understanding of what is and is not included in the contract scope. We propose to complete this work on a time and materials basis with a not-to exceed amount established in the contract. We will track project progress closely and will identify to the SBRCP far in advance if it appears that project completion may require additional funding as well as the rationale for such additional funding compared to the contract scope. During the course of the work, we will identify any out of scope items and seek written authorization from the SBRCP prior to conducting any such work.

Cost Estimate for San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan ICF/ICF Jones & Stokes (July 1, 2009)				
Task	ICF Hours	Subcontractor (DKS)	Direct Expenses	Cost
Task 1. Preliminary Research, Data Source Identification, and Scoping	252			\$44,375
Task 1.1 Project Startup Meeting	54			\$10,935
Task 1.2 Literature and Data Source Review	78			\$11,750
Task 1.3 Scoping Issues Paper	122			\$21,690
Task 2. Finalization of Data Source and Scoping Issues	240			\$39,005
Task 2.1 Internal GHG Plan Tool Scope Meeting	51			\$8,335
Task 2.2 External GHG Plan Scope Meeting	48			\$8,250
Task 2.3 Final Scoping Issues Paper	35			\$5,820
Task 2.4 Candidate Measures for City External GHG Plan	72			\$10,470
Task 2.5 Data Acquisition for External GHG Inventories and Plan	34			\$5,400
Task 3. Tool Development and Support for City Internal Inventories and Reduction Plans	381			\$54,750
Task 3.1 Develop Internal Inventory and Reduction Planning Tool	267			\$38,670
Task 3.2 User Support for Internal Inventory/Reduction Planning Tool	114			\$16,080
Task 4. Development of Local and Regional GHG Reduction Strategies	508			\$185,666
Task 4.1 Water	78			\$13,565
Task 4.2 On-road Transportation	170	\$110,431		\$134,356
Task 4.3 Goods Movement	112			\$17,525
Task 4.4 Waste	83			\$11,120
Task 4.5 Industrial and Stationary Source	21			\$2,235
Task 4.6 Building Energy	44			\$6,025
Task 5. Analysis and Greenhouse Gas Baseline Development for City External Inventories	595			\$78,705
Task 5.1 External Inventories	116			\$16,550
Task 5.2 "Business-as-Usual" Projections	49			\$7,540
Task 5.3 Produce Draft External Inventory Report	186			\$26,420
Task 5.4 Revise External Inventory Report	125			\$14,520
Task 5.5 Produce Final External Inventory Report	119			\$13,505
Task 6. Development of City External GHG Reduction Goals and Strategies	620			\$86,630
Task 6.1 External GHG Reductions	124			\$33,470
Task 6.2 Administrative Draft GHG Emission Reduction Plan	175			\$23,575
Task 6.3 Draft External GHG Emission Reduction Plan	123			\$15,455
Task 6.4 Final External GHG Emission Reduction Plan	128			\$18,130
Task 7. Evaluation of GHG Reduction Strategy Feasibility and Cost Effectiveness	357			\$51,385
Task 7.1. Identify Societal Costs/Benefits of Initiative	237			\$34,045
Task 7.2. Develop Impact Model	120			\$17,340
Total hours	2,953			
Subtotals		\$110,431		\$642,516
Direct Expenses				
521.00 Meals, and Lodging			\$3,850	\$3,850
522.00 Airfares			\$5,100	\$5,100
523.02 Reproductions (8.5x11 Color = .16/page) (8.5x11 B&W = .05/page)			\$30	\$30
523.04 Postage and Deliver			\$20	\$20
523.05 Travel, Auto. incl'd. Mileage at current IRS rate (.55/mile)			\$800	\$800
523.06 GIS/CAD/MAC			\$200	\$200
Mark up on all non-labor costs and subcont 10%			\$12,043	\$12,043
Direct expense subtotal			\$22,043	\$22,043
Total price				\$564,559

Exhibit B

Cost Estimate for San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan ICF/ICF Jones & Stokes (July 1, 2009)				
Task	ICF Hours	Subcontractor (DKS)	Direct Expenses	Cost
Task 1. Preliminary Research, Data Source Identification, and Scoping	252			\$44,375
Task 1.1 Project Startup Meeting	54			\$10,935
Task 1.2 Literature and Data Source Review	76			\$11,750
Task 1.3 Scoping Issues Paper	122			\$21,690
Task 2. Finalization of Data Source and Scoping Issues	240			\$39,005
Task 2.1 Internal GHG Plan Tool Scope Meeting	51			\$8,335
Task 2.2 External GHG Plan Scope Meeting	48			\$8,650
Task 2.3 Final Scoping Issues Paper	35			\$5,520
Task 2.4 Candidate Measures for City External GHG Plan	72			\$10,470
Task 2.5 Data Acquisition for External GHG Inventories and Plan	34			\$5,430
Task 3. Tool Development and Support for City Internal Inventories and Reduction Plans	381			\$54,750
Task 3.1 Develop Internal Inventory and Reduction Planning Tool	267			\$39,670
Task 3.2 User Support for Internal Inventory/Reduction Planning Tool	114			\$18,080
Task 4. Development of Local and Regional GHG Reduction Strategies	508			\$185,666
Task 4.1 Water	78			\$13,565
Task 4.2 On-road Transportation	170	\$110,431		\$134,358
Task 4.3 Goods Movement	112			\$17,595
Task 4.4 Waste	83			\$11,120
Task 4.5 Industrial and Stationary Source	21			\$2,935
Task 4.6 Building Energy	44			\$8,025
Task 5. Analysis and Greenhouse Gas Baseline Development for City External Inventories	595			\$78,705
Task 5.1 External Inventory	118			\$18,580
Task 5.2 "Business-as-Usual" Projections	49			\$7,540
Task 5.3 Produce Draft External Inventory Report	155			\$28,420
Task 5.4 Revise External Inventory Report	125			\$14,560
Task 5.5 Produce Final External Inventory Report	112			\$13,505
Task 6. Development of City External GHG Reduction Goals and Strategies	620			\$88,630
Task 6.1 External GHG Reductions	184			\$33,470
Task 6.2 Administrative Draft GHG Emission Reduction Plan	175			\$29,575
Task 6.3 Draft External GHG Emission Reduction Plan	123			\$15,455
Task 6.4 Final External GHG Emission Reduction Plan	128			\$15,530
Task 7. Evaluation of GHG Reduction Strategy Feasibility and Cost Effectiveness	357			\$51,385
Task 7.1. Identify Societal Costs/Benefits of Initiative	237			\$34,045
Task 7.2. Develop Impact Model	120			\$17,340
Total hours	2,953			
Subtotals		\$110,431		\$542,516
Direct Expenses				
521.00 Meals, and Lodging			\$3,850	\$3,850
522.00 Airfare			\$5,100	\$5,100
523.02 Reproductions (8.5x11 Color = .16/page) (8.5x11 B&W = .08/page)			\$30	\$30
523.04 Postage and Deliver			\$20	\$20
523.05 Travel, Auto, incld. Mileage at current IRS rate (.55/mile)			\$500	\$500
523.06 GIS/CAD/MAC			\$200	\$200
Mark up on all non-labor costs and subcont 10%			\$12,043	\$12,043
Direct expense subtotal			\$22,043	\$22,043
Total price				\$564,559

Exhibit B
Cost Estimate – PBS&J Proposal

Task		Cost
Task 1: Technical Oversight		35,700
Task 1A: Meeting with Cities, SANBAG, and County	2,000	
Task 1B: Peer Review of Scoping Issues	4,500	
Task 1C: Finalization of Data Sources and Scoping Issues	2,800	
Task 1D: Review of Candidate Measures	4,500	
Task 1E: Review of Local and Regional Reduction Strategies	6,200	
Task 1F: Review of External GHG Inventories	9,500	
Task 1F: Review of Reduction Goals and Strategies	6,200	
Task 2: Technical Representative		6,240
Task 3 Environmental Impact Report		220,700
Task 3A: Draft Memorandum of Understanding	9,200	
Task 3B: Notice of Preparation	3,200	
Task 3C: Administrative Draft EIR	162,360	
Task 3D: Draft EIR	9,280	
Task 3E: Final EIR	18,360	
Task 3F : Findings of Fact and Statement of Overriding Considerations	8,500	
Task 3G: Notice of Determination	1,200	
Task 3H: GHG Significance Thresholds and CEQA Streamlining Methodology Document	8,600	
Direct Costs*:		37,200
Total:		299,840

*Direct costs include mileage, reproduction, data purchases (aerial, etc.), delivery fees and similar costs. The Direct Costs budget is a time-and-materials, not-to-exceed budget. PBS&J will work with the client to identify ways to reduce direct costs. The primary means for reducing costs include use of CDs instead of paper copies of documents.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 19

Date: August 5, 2009

Subject: Contract with Chad Costello

Recommendation:* Approve Sole Source Contract No. C10006 with Chad Costello for Project Management Services for an amount not to exceed \$300,000.

Background: **This is a new consultant service contract.** This contract is intended for project management services for our Major Projects with which Parsons is in conflict. Parsons recently was awarded our Program Management Contract, however, prior to the procurement of this contract Parsons was already included on other design contracts, specifically, I-10 HOV and I-10 Citrus & Cherry. To avoid a conflict of interest, Chad Costello an independent consultant, will be assigned as project manager reporting directly to SANBAG staff.

Chad Costello began assisting with the Major Projects Program when Fluor was unable to recruit the required staff. He is currently assigned to I-10/ Tippecanoe Interchange, Hunts Lane railroad grade separation, and assists in the Alternative Finance project. Chad's knowledge and experience has assisted in successfully moving these projects forward. Because his current assignments fall under the Program Management contract and will be assigned to the Parsons team, he is available to take on new assignments.

This contract with Chad Costello, a sole proprietor, will remain in effect until August 5, 2011, with the total compensation limited to \$300,000. Mr. Costello's hourly rate is \$120.

*Approved
Board of Directors*

Date: August 5, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: Item is consistent with Fiscal Year 2009/2010 budget. TN 81510000, 82610000, 85010000, and 86010000.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on July 9, 2009. SANBAG Counsel has reviewed and approved the amendment as to form.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. C10006

by and between

San Bernardino Associated Governments

and

Chad Costello

for

Project Management Services

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable	Vendor Contract # C10006	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>CC31</u>	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>300,000</u>	Previous Amendments Total:	\$ ____
Contingency Amount:	\$ ____	Previous Amendments Contingency Total:	\$ ____
		Current Amendment:	\$ ____
		Current Amendment Contingency:	\$ ____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 300,000

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>815</u>	<u>5553</u>	<u>Measure I</u>	<u>1300</u>	<u>\$ 84,000</u>
<u>826</u>	<u>5553</u>	<u>Measure I</u>	<u>1300</u>	<u>\$ 84,000</u>
<u>850</u>	<u>5553</u>	<u>Measure I</u>	<u>1300</u>	<u>\$ 84,000</u>
<u>860</u>	<u>5553</u>	<u>Measure I</u>	<u>1300</u>	<u>\$ 48,000</u>

Original Board Approved Contract Date: <u>8/5/09</u>	Contract Start: <u>8/5/09</u>	Contract End: <u>8/5/11</u>
New Amend. Approval (Board) Date: ____	Amend. Start: ____	Amend. End: ____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>2010</u> \$ <u>150,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>150,000</u>
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Is this consistent with the adopted budget? ☒ Yes ☐ No

If yes, which Task includes budget authority? 815, 826, 850, and 860

If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes ____ %

Task Manager: Garry Cohoe

Contract Manager: Paula Beauchamp

Garry Cohoe 7/1/09
Task Manager Signature Date

Contract Manager Signature Date

Chad Costello 7/1/09
Chief Financial Officer Signature Date

CONTRACT NO. C10006

**SAN BERNARDINO ASSOCIATED GOVERNMENTS
and**

Chad Costello

For

Project Management Service

THIS CONTRACT is entered into this 5th day of August 2009 in the State of California by and between the San Bernardino Associated Governments, hereafter called "AGENCY", and Chad Costello, hereafter called "CONTRACTOR".

IT IS HEREBY AGREED AS FOLLOWS:

WHEREAS, the Agency requires professional and consulting services with respect to providing Project Management services.

WHEREAS, CONTRACTOR has skills and knowledge necessary to provide such services to the Agency,

NOW THEREFORE, the parties agree to the following terms and conditions:

1. **CONTRACTOR SERVICES**

CONTRACTOR shall, under the direction of SANBAG's Director of Freeway Construction or his designee, provide services and/or consulting with respect to project management. Working as an independent contractor, CONTRACTOR shall be responsible for the following tasks and projects:

Perform project management services for the delivery of various projects included in the Major Projects Program as assigned. This contractor shall not be considered an employee of SANBAG.

2. **TERM**

This Contract will commence on August 5, 2009, and remain in effect until August 5, 2011 or as terminated as thereafter provided.

3. **TERMINATION**

Termination for Convenience. AGENCY may terminate this CONTRACT at any time by serving thirty (30) day notice to this effect on CONTRACTOR. CONTRACTOR shall be paid its costs, including CONTRACT close-out costs, and profit on work

performed up to the time of termination. CONTRACTOR shall promptly submit its termination claim to AGENCY to be paid CONTRACTOR. If CONTRACTOR has any property in its possession belonging to the AGENCY, the CONTRACTOR will account for same, and dispose of it in the manner AGENCY directs.

Termination for Cause. Additionally, in the event of misconduct or failure to perform required services, AGENCY may immediately terminate this CONTRACT by written notice to CONTRACTOR. CONTRACTOR shall not be reimbursed for any services or expenses beyond the termination date of the CONTRACT and AGENCY shall incur no penalty for exercising its termination rights. The Executive Director shall have the authority in his/her sole discretion to give notice of termination on behalf of the AGENCY.

4. COMPENSATION

As compensation for services performed thereunder, Agency shall pay CONTRACTOR as follows:

- A. CONTRACTOR will bill Agency for hours of service during each billing period. A "billing period" under this Contract is hereby defined as one calendar month.
 - 1. Billing should be presented no later than 5 calendar days following the end of the billing period. CONTRACTOR shall keep detailed records of all hours of service during each month. CONTRACTOR shall not be entitled to any benefits, compensation or privileges not specifically mentioned herein.
 - 2. CONTRACTOR shall be paid at the rate of \$120 for each hour of service under this Contract. Total compensation under this contract is limited to a Not-to-Exceed amount of \$300,000. This payment shall constitute full compensation to CONTRACTOR.
- B. AGENCY shall review all billings submitted by CONTRACTOR for accuracy and process payment based thereon to CONTRACTOR in a timely manner.
- C. The foregoing payment and billing process may be changed by the Agency's Director of Finance if a more convenient process is deemed appropriate by such officer.
- D. No taxes will be withheld from CONTRACTOR'S payments since services are performed as an independent contractor. Contractor shall be responsible for all appropriate tax reporting as an independent contractor.

5. INSURANCE

Without in any way affecting the indemnity herein provided and in addition there to, CONTRACTOR shall secure and maintain throughout the term of the CONTRACT the following types of Insurance with limits as shown.

- A. Comprehensive General Liability Insurance or Commercial General Liability Insurance, including coverage for Premises, Contractual Liability, Personal Injury Liability, Broad-From Property Damage and Independent Contractor's Liability, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and \$2,000,000 aggregate written on occurrence form.
- B. Comprehensive Automobile Liability Coverage, including owned, non-owned and hired automobiles, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and in an aggregate written on an occurrence form.
- D. CONTRACTOR (not including sub-consultants) shall immediately furnish certificates of insurance to AGENCY evidencing the insurance coverage above required. The certificates shall provide that such insurance shall not be terminated without thirty (30) days written notice to AGENCY, and CONTRACTOR shall maintain such insurance from the time this CONTRACT is executed until the completion of such services.
- E. Additional Insured. All policies, except for Workers' Compensation and Professional Liability policies, shall contain endorsements naming AUTHORITY and its officers, employees, agents, and volunteers as additional insureds with respect to liabilities arising out of the performance of Services hereunder. The additional insured endorsements shall not limit the scope of coverage for AUTHORITY to vicarious liability but shall allow coverage for AUTHORITY to the full extent provided by the policy.
- F. CONTRACTOR shall maintain Worker's Compensation Insurance with limits established and required by the State of California.

6. **INDEMNITY**

CONTRACTOR agrees to defend, indemnify and hold harmless the AGENCY, its officers, agents and employees from any claims, suits liabilities, penalties, fines or damages resulting from any negligent acts or omissions of CONTRACTOR, arising from or alleged to arise from the performance of this Contract.

7. **INDEPENDENT CONTRACTOR**

CONTRACTOR is and shall be at all times an independent CONTRACTOR. Accordingly, all services provided by CONTRACTOR shall be done and performed by CONTRACTOR under the sole supervision, direction, and control of CONTRACTOR. AGENCY shall rely on CONTRACTOR for results only and shall have no right at any time to direct or supervise CONTRACTOR or CONTRACTOR's employees in the performance of services or as to the manner, means and methods by which services are performed. All workers furnished by CONTRACTOR pursuant to this CONTRACT, and all representatives of CONTRACTOR shall be and remain employees of CONTRACTOR or of CONTRACTOR's sub-consultant(s) at all times, and shall not at any time or for any purpose whatsoever be considered employees or agents of AGENCY.

8. **AGENCY AUTHORITY**

AGENCY's Executive Director shall have full authority to exercise AGENCY's rights under this CONTRACT. CONTRACTOR's reporting relationship shall be with the AGENCY's Director of Freeway Construction, unless otherwise directed by AGENCY's Executive Director.

9. **AMENDMENTS**

CONTRACTOR agrees that any alterations, variations, modification, or waivers of the provisions of this CONTRACT, shall be valid only when reduced to writing, executed and attached to the original CONTRACT and approved by the required person.

10. **ASSIGNMENT**

This CONTRACT is not assignable by CONTRACTOR either in whole or in part without the prior written consent of AGENCY.

11. **DOCUMENTS AND DATA**

All plans, specifications, studies, drawings, estimates, materials, data and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings, spreadsheets, or data magnetically or otherwise recorded on computer diskettes, prepared by or on behalf of CONTRACTOR under this CONTRACT ("Documents and Data"), shall be made available to AGENCY at all times during this CONTRACT and shall become the property of AGENCY upon the completion of the term of this CONTRACT, except that CONTRACTOR shall have the right to retain copies of all such Documents and Data for its records. Should CONTRACTOR, either during or following termination of this CONTRACT, desire to use any Documents and Data, it shall first obtain the written approval of AGENCY.

12. **GOVERNING LAW AND VENUE**

This CONTRACT shall be subject to the laws and jurisdiction of the State of California. The parties acknowledge and agree that this CONTRACT was entered into and intended to be performed in whole or substantial part in San Bernardino County, California. The parties agree that the venue for any action or claim brought by any party to this CONTRACT will be the San Bernardino District of San Bernardino County.

IN WITNESS THEREOF, the authorized parties have signed below.

**SAN BERNARDINO
ASSOCIATED GOVERNMENTS**

CHAD COSTELLO

Paul M. Eaton, President
SANBAG Board of Directors

Chad Costello

Approved as to From:

Jean-Rene Basle
SANBAG Counsel

Date: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 20

Date: August 5, 2009

Subject: Award Construction Contract No. C09196 for Interstate 215 Segments 1 and 2 Construction

Recommendation:*

1. Award Construction Contract No. C09196 to the lowest bidder for Interstate 215 Segments 1 and 2 Construction in the amount of TBD.
2. Receive informational presentation on an overview of the Interstate 215 Corridor.

Background: This is a new contract awarded based on the competitive low bid process, as such, conflict of interest is not applicable. Bids were opened for Interstate 215 Segments 1 and 2 construction on July 23, 2009. The bidders' documents are currently being reviewed to ensure that they are in compliance. With the verification of the documents this agenda item will be updated to include the bidder information and will be submitted to the Board.

Interstate 215 Segments 1 and 2 are the third phase of a multi-segment widening of Interstate 215 through the City of San Bernardino. The third phase includes the reconstruction of the freeway mainline from south of Rialto Avenue to just south of Massachusetts Avenue, the addition of a carpool and general use lane in both directions as well as interchange reconfigurations at 2nd and 3rd Street, Fifth Street, Baseline Street, and the

*Approved
Board of Directors*

Date: August 5, 2009

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

I-215/SR-259 interchange. Also included are new bridges over both the Interstate 215 Freeway and the Burlington Northern Santa Fe (BNSF) railroad tracks at Ninth Street, Baseline Street, and 16th Street, and new undercrossings at Rialto Avenue, 2nd Street and 3rd Street. The engineer's construction cost estimate is approximately \$224 million. With supplemental items, agency furnished items and contingency, the total project is estimated at \$251 million.

The total award amount of TBD includes the bid items, supplemental funds, contingency funds, and funds for agency furnished materials. A breakdown of these costs will be included as Attachment "B". This amount is approximately TBD million or TBD% under/over the Engineer's Estimate for the total cost of the project.

Please note that a budget amendment to adjust the funding sources for this Task is presented for your consideration as a separate agenda item for this meeting.

At the July 9, 2009 Major Projects meeting approval was given to take award of this project directly to the August Board meeting. Since this project is using Federal stimulus funding, there is a great interest in executing a contract as expeditiously as possible.

In conjunction with the awarding of a construction contract, an informational presentation is being given at the Board meeting which will highlight the various phases of the I-215 corridor, the status and details for each phase relative to the work, cost, funding, and agency responsibilities on each project.

Financial Impact: Item is consistent with the Fiscal Year 09/10 Budget upon the approval of the budget amendment for this task presented for your consideration under a separate agenda item. TN 83810000.

Reviewed By: Approval to take this item directly to the Board was unanimously approved by the Major Projects Committee on July 9, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

AGENCY REPORTS

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

AUGUST COMMUTER RAIL REPORT

1. PATRONAGE

San Bernardino Line:

Patronage on the San Bernardino Line decreased 1% from last month and was down almost 12% from the same month in 2008. So far, July patronage is even slower, currently averaging 12,173 passenger trips per weekday.

Saturday patronage was down 7% from last month and down 18% from June 2008. Preliminary July date predicts an even slower month with a current average of 3,025 passenger trips per Saturday.

Sunday average daily ridership on the San Bernardino Line was also 1% lower than the average last month. In addition, there was a 13% decrease in a year-to-year comparison. As of mid-July, average Sunday ridership is lower than June with a current average of 2,098 passenger trips per Sunday.

Riverside-Ontario-Los Angeles Line:

Ridership on the Riverside Line increased almost 3% from last month, but June 2009 was 7% slower than June 2008. A preview look at July ridership figures suggests somewhat slower patronage with a current July average at 4,927 passenger trips per weekday.

Inland Empire-Orange County (IEOC) Line:

June average daily ridership on the IEOC Line decreased 5% from last month and was down almost 25% from the same month last year. At this point, July patronage is lower than June with the average daily ridership currently at 3,872 passenger trips per weekday.

Total System:

System wide, June average daily ridership dropped just slightly (<1%) from May but dropped almost 14% from June 2008. Early data for July is again lower than June with the current average at 40,696 passenger trips per weekday.

Table 1

Average Weekday Daily Ridership*

	<u>San Bernardino</u>	<u>Riverside</u>	<u>IEOC</u>	<u>Systemwide</u>
June 2009	12,281	5,124	4,011	41,458
June 2008	13,912	5,516	5,322	47,930
% Change	- 11.7%	- 7.1%	- 24.6%	- 13.5%

* Adjusted for Holidays

Table 2

Average Weekend Ridership

	<u>San Bernardino Saturday</u>	<u>San Bernardino Sunday</u>
June 2009	3,354	2,269
June 2008	4,100	2,618
% Change	- 18.2%	- 13.3%

2. ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)

San Bernardino Line:

On-time performance results were mixed this month for the San Bernardino Line. Outbound trains improved two percentage points while inbound trains dropped two points to finish June 92% and 91% on time, respectively. "Other" operations issues caused 40% of the seventy-three reported delays

Riverside-Ontario-Los Angeles Line:

On-time performance for the Riverside Line improved from May to June. Inbound trains held steady at 99% on time while outbound trains improved from 95% on time in May to 98% on time in June. Mechanical difficulties caused three of the four reported delays.

Inland Empire-Orange County (IEOC) Line:

June on-time performance for the IEOC Line worsened compared to May. Southbound trains dropped one percentage point from 99% on time in May to 98% on time in June. Additionally, northbound trains dropped six points to finish June on time 93% of the time. A third of the twenty-four reported delays were due to mechanical difficulties.

Table 3

On Time Performance

% of weekday trains arriving w/in 5 min of scheduled time

(June 2009 vs. June 2008)

	<u>San Bernardino</u>		<u>Riverside</u>		<u>IEOC</u>	
	In	Out	In	Out	So	No
June 2009	91%	92%	99%	98%	98%	93%
June 2008	96%	94%	98%	96%	98%	94%



South Coast Air Quality Management District

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July 15, 2009

Members of the Governing Board:

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Appointee

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County of Riverside

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Western Region

Dennis R. Yates
Mayor, Chino
Cities of San Bernardino County

To: Mayors and Councilmembers

From: Dennis R. Yates, Mayor/City of Chino
Cities of San Bernardino County
Board Member, South Coast AQMD

D. Yates
cc

Attached is the agenda item and the outcome of the July 10, 2009, AQMD Governing Board meeting, and a preview of the items for discussion at the September 11, 2009, meeting.

PUBLIC HEARING ITEM AT THE JULY 10, 2009 BOARD MEETING

Amend Rule 317 – Clean Air Act Non-Attainment Fees (Continued from June 5, 2009 Board Meeting)

The public hearing for the proposed amended rule was continued to the July Board meeting. The newly proposed amendments incorporate provisions for an alternative baseline for calculating the applicable Clean Air Act Non-Attainment fees as requested by the Board at the April 2009 public hearing. (Review: Stationary Source Committee, January 23, March 20, and May 22, 2009)

Majority Votes: 7 Yes, 1 No, 5 Absent – Continued to September 11, 2009 Board meeting

There is no Board meeting in August.

PUBLIC HEARINGS SET FOR SEPTEMBER 11, 2009 BOARD MEETING

Amend Rule 1145 – Plastic, Rubber, Leather and Glass Coatings

The proposed amendment would, in part, implement control measure MCS-07 – Application of All Feasible Measures of the 2007 AQMP by aligning the current VOC limit for the multi-colored category with the VOC limit recommended in U.S. EPA Control Techniques Guidelines. A new coating

category is recommended for addition to the table of standards for coating glass panels used in refrigerated commercial glass door assemblies. Other minor clarifications and corrections (e.g., numbering) are also proposed. (Review: Stationary Source Committee, July 24, 2009)

Amend Rule 102 – Definition of Terms

The proposed amendment adds several compounds to the list of exempt compounds in Rule 102. The U.S. EPA has delisted these compounds from its definition of VOC because of their negligible photochemical reactivity. (Review: Stationary Source Committee, July 24, 2009)

Please find attached the July issue of *SCAQMD's Public Advisor* for your information.



REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Gwenn Norton-Perry, SANBAG Representative to the MSRC

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's special meeting on May 21, 2009. The MSRC's next regularly scheduled meeting is June 18, 2009, at 2:00 p.m. in Conference Room CC8.

MSRC's Annual Offsite Retreat with its Technical Advisory Committee

The MSRC conducted its annual joint offsite retreat with its Technical Advisory Committee on Thursday, May 21, 2009, at the City of Temecula. The MSRC's Outreach Coordinator, The Better World Group, provided a detailed update on regulatory and legislative issues of the day affecting the MSRC's goals and future work programs, including the economic and budget crisis, implementation of AB 32 and SB 375, ARB activities including the ZEV Program, other key legislative bills (e.g., AB 231, AB 1212, SB 632, AB 118, etc.), and recent emphasis on black carbon. CARB provided a brief update on its priorities, namely PM_{2.5} and NO_x reductions as well as development of blackbox measures and off-road engine cleanup. A presentation on air quality and AQMD priorities from criteria pollutants to climate change and greenhouse gas emissions was also given. The MSRC's Technical Advisor reviewed the MSRC's progress and gave an overview on technology changes during the last 20 years. He noted that the MSRC's current Local Government Match Program is already oversubscribed by a factor of two and there remains a continued need for alternative fuel school bus incentives. Finally, he noted interest in programs for trip reduction strategies, partnership opportunities to apply resources to more quickly reach the region's goals, and EV charging infrastructure. Discussions on options on how to allocate FY 2009-10 Work Program dollars will be considered by the MSRC at its next meeting. The MSRC and its Technical Advisory Committee along with MSRC staff also went on a tour of the nearby Downs L/CNG fueling station, which was partially funded by both the MSRC and AQMD.

Re-Election of MSRC Chair & Vice-Chair

Annually the MSRC elects its chair and vice-chair. At its May 21, 2009 meeting, the MSRC re-elected its chair and vice-chair for another one-year term. Temecula Council

Member Ron Roberts, representing SCAG, was re-elected as the chair, and Mr. Greg Winterbottom, representing OCTA, was re-elected as the vice-chair. This is the second term for both.

Received and Approved Final Reports

The MSRC received and approved two final reports at its May 21, 2009 meeting, as follows:

1. Orange County Transportation Authority Contract #MS07009, which provided \$800,000 towards the purchase of 40 transit buses; and
2. CR&R Inc. Contract #MS04039, which provided \$463,168 towards the purchase of 30 CNG refuse trucks.

All final reports are filed in the AQMD's library and a two-page summary of each closed project can be viewed in the electronic library on the MSRC's website at <http://www.cleantransportationfunding.org>.

Contract Modification Requests

At its May 21, 2009 meeting, the MSRC considered six contract modification requests and took unanimous action, as follows:

1. For City of Beaumont Contract #ML05027, which provides \$20,000 towards the purchase of a heavy-duty CNG bus, approval of one-year term extension;
2. For County of Los Angeles, Dept. of Public Works Contract #ML05013, which provides \$313,000 for a Santa Clarita Valley traffic signal synchronization project, approval of a one-year term extension;
3. For Burrtec Waste Industries Contract #MS08005, which provides \$450,000 towards the purchase of 15 heavy-duty natural gas vehicles, approval to modify vehicle deployment locations;
4. For Burrtec Waste Industries Contract #MS08006, which provides \$450,000 towards the purchase of 15 heavy-duty natural gas vehicles, approval to modify vehicle deployment locations;
5. For Atlantic Express Contract #PT05064, which provides \$67,500 for diesel exhaust aftertreatment retrofit devices, approval of a six-month term extension; and
6. For City of South Pasadena Contract #ML06064, which provides \$75,000 towards the purchase of three heavy-duty CNG vehicles, approval of a one-year term extension, vehicle substitution, and a reduction in value and scope.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2002-03 through the present.

ADDITIONAL INFORMATION

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County	P. Gilbreath L. McCallon D. Robertson P. Eaton G. Duncan B. Jahn G. Coleman G. Ovitt	L. McCallon D. Robertson B. Jahn	P. Eaton	P. Gilbreath G. Duncan G. Ovitt
SANBAG Acting as County Transportation Commission	K. Chastain			K. Chastain
SANBAG Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		B. Cortes G. Norton-Perry Vacant (J. Mitchell)	Vacant (J. Harrison) E. Scott	Vacant (P. Leon) J. Pomierski

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles: 10:00 a.m., Policy Committees 12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation, and

Transportation and Communications: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SANBAG Policy Committee Membership

[illegible]

SANBAG Policy Committee Membership

[illegible]

Only Committee Meetings - 2010

Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Plans & Programs Committee	Third Wednesday, 12:00 noon, SANBAG Offices

SANBAG Policy Committee Membership

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Audit Subcommittee of the Administrative Committee</p> <p>In November 2008, the Board approved the creation of an Audit Subcommittee of the Administrative Committee to strengthen the financial oversight function of the Board.</p> <p>Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit. 	<p>Audit Subcommittee (for FY 2007-2008 Audit)</p> <ul style="list-style-type: none"> - SANBAG President – Gary Ovitt, Supervisor - Vice President – Paul Eaton, Montclair - Immediate Past President – Vacant - Presidential Appointment – Pat Gilbreath, Redlands
<p>Ad Hoc Committee to Review Council of Government Roles</p> <p>In June 2006, the SANBAG President appointed the committee.</p>	<p>Reviews SANBAG activities and Board Member requests related to SANBAG's role as a Council of Governments.</p>	<p>Kelly Chastain, Colton (Chair)</p> <p>Dennis Hansberger, SBCO, representing East Valley and Mountain/Desert</p> <p>Josie Gonzales, SBCO, representing the East Valley</p> <p>John Pomierski, Upland, representing West Valley and recognizing his position as Major Projects Committee Chair</p> <p>Pat Morris, San Bernardino, representing the East Valley</p> <p>Paul Eaton, Montclair, representing the West Valley and recognizing his position as Plans & Programs Committee Chair</p> <p>Vacant - Jim Lindley, Hesperia, representing Mountain/Desert and recognizing his position as Mountain/Desert Committee Vice Chair.</p>
<p>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District</p> <p>In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development.</p> <p>In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Reviews and provides guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Pat Morris, San Bernardino, Chair</p> <p>Mark Nuaimi, Fontana</p> <p>Pat Gilbreath, Redlands</p> <p>Richard Riddell, Yucaipa</p> <p>Larry McCallon, Highland</p>

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation

MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996